

APPENDIX III

Public Coordination



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019



REPLY TO
ATTENTION OF

May 8, 1998

Planning Division
Environmental Branch

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking information about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel (see enclosed location map). In addition, the Corps is investigating if there is a federal interest in extending the Port Sutton Terminal Channel.

An Environmental Impact Statement was prepared for the Port Sutton project in August 1986. Additional environmental work including Endangered Species consultation, Fish and Wildlife Coordination Act Report, Coastal Zone Consistency Determination and public coordination was conducted for Ybor Channel in a General Design Memorandum dated July 1986.

The Ybor Channel Turning Basin is located at the junction of Sparkman Channel, Garrison Channel, and Ybor Channel. The basin is maintained to a depth of 34 feet. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwest edge of the present basin. The purpose of the improvement is to ease difficulties in vessel maneuvering. Dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D.

The Port Sutton Terminal Channel is on the northeast side of Hillsborough Bay in Tampa Bay. The authorized project for Port Sutton Terminal Channel is 43 feet deep, 200 feet wide, and 3,700 feet long. This project was never constructed. The maximum project under consideration is a channel with a project

depth up to 43 feet, a width of 200 feet, and a length of approximately 6,000 feet. Dredged material placement areas under consideration for use include CMDA-2D and CMDA-3D.

Please address your comments to:

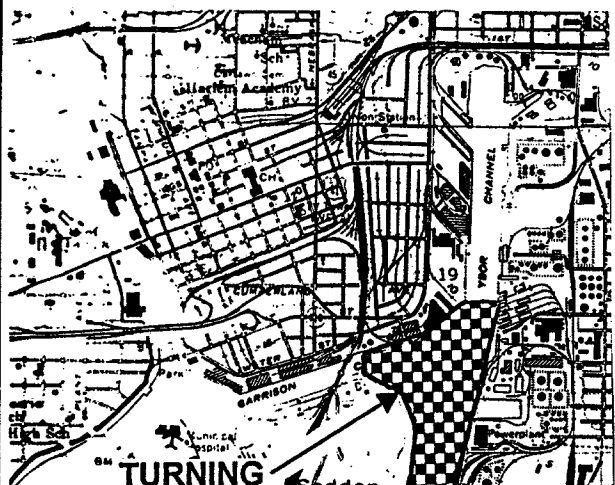
U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,

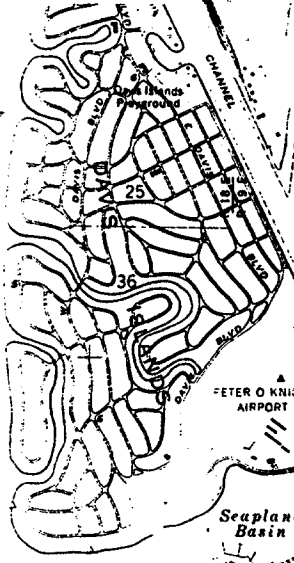

George M. Strain
Acting Chief, Planning Division

Enclosure



TURNING BASIN WIDENING

Seddon Island



PETER O KNIGHT AIRPORT

Seaplane Basin

Spill Area

AREA UNDER CONSIDERATION FOR PLACEMENT



EAST BAY



AREA UNDER CONSIDERATION FOR PLACEMENT CMDA-2D



AREA UNDER CONSIDERATION FOR PLACEMENT CMDA-3D

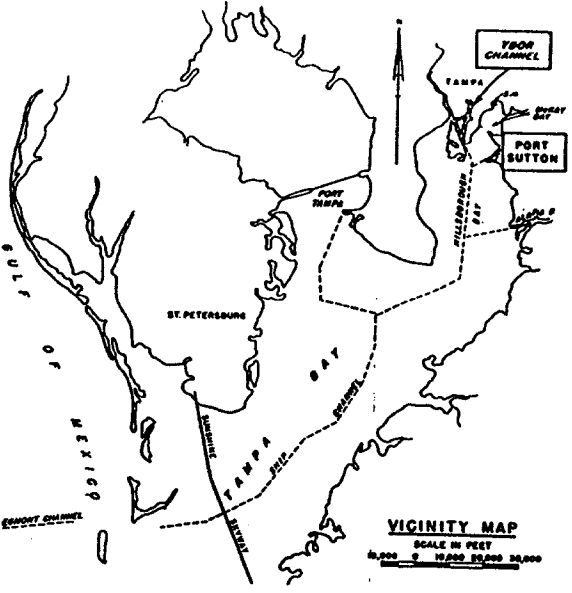


HILLSBOROUGH

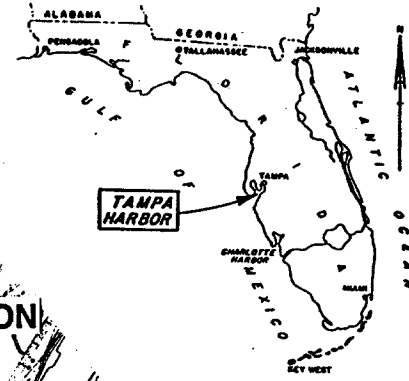
TAMPA

BOUNDARY

BAY



VICINITY MAP
SCALE IN FEET
0 10,000 20,000 30,000

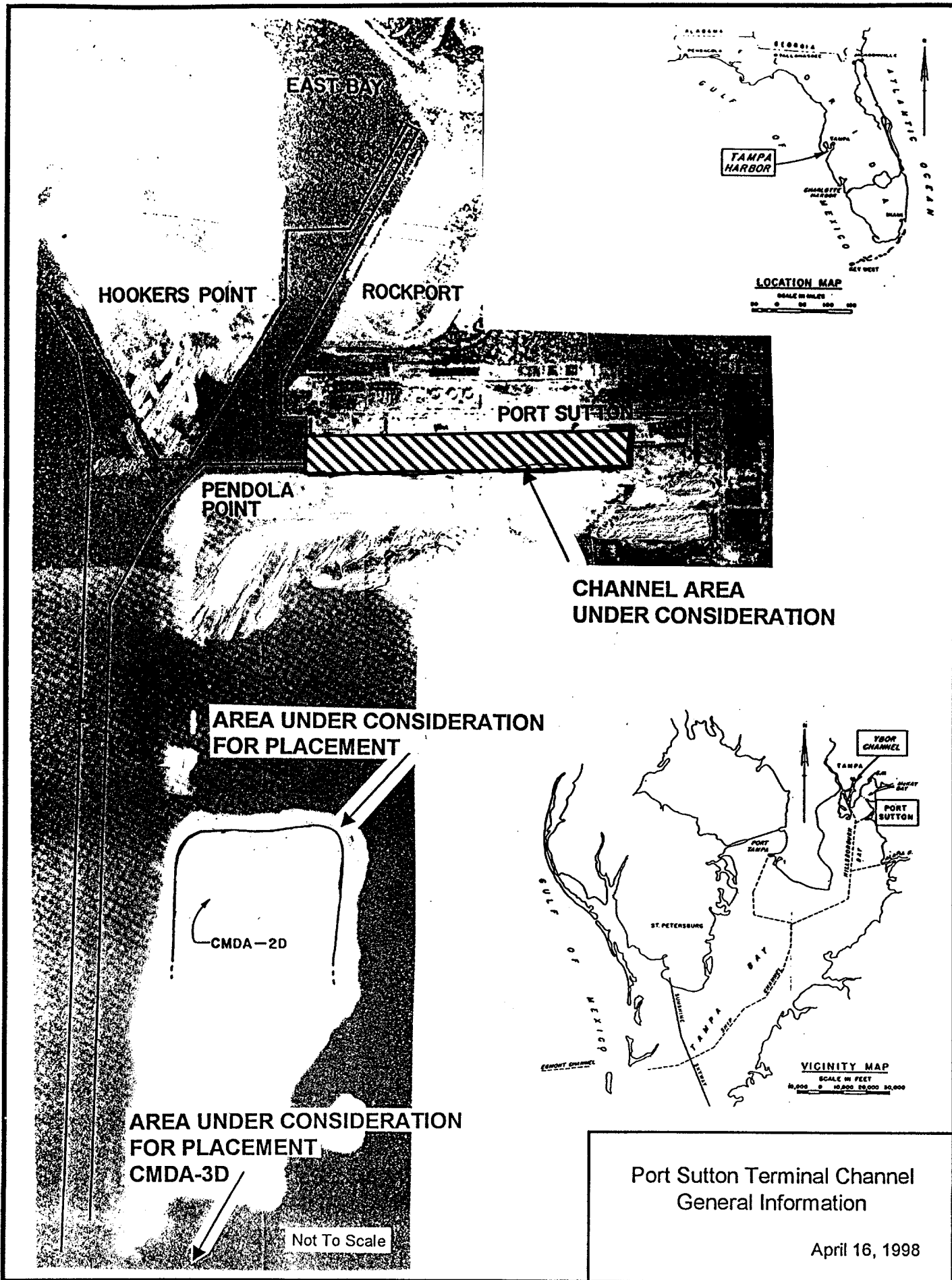


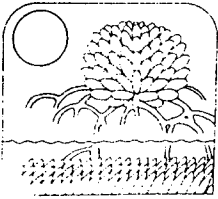
LOCATION MAP
SCALE IN MILES
0 50 100 150

Not To Scale

Ybor Turning Basin
General Information

April 16, 1998





Lewis Environmental Services, Inc.

May 20, 1998

George M. Strain
Acting Chief, Planning Division
Department of the Army
Jacksonville District Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32232-0019

Re: Limited Re-evaluation Report - Tampa Harbor - Public Notice of May 8, 1998

Dear Mr. Strain:

In response to your request for comments on the above referenced proposed report, I would offer the following.

I have participated in the review and commented on this project over the last 20 years and have worked in Tampa Bay on marine science related management issues for the last 32 years. The issues related to the Ybor Channel Turning Basin and the Port Sutton Terminal Channel dredging and dredged material disposal that should be addressed in the proposed report are:

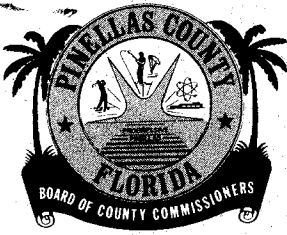
1. Long-term capacity of the proposed disposal sites, particularly CMDA-2D and 3D, to contain the necessary maintenance dredged material to keep Tampa Harbor channels open, and the effect of adding material from these two projects on limiting future options for long term (i.e. 50 years) disposal.
2. Continued erosion of the existing dikes in 2D and 3D as a result of a failure to implement erosion control strategies agreed upon during the original Tampa Harbor Deepening EIS review.
3. Production of ammonia from dredging anoxic sediments and subsequent addition to the water column of nitrogen that might violate the agreed upon nitrogen management plan of the Tampa Bay Estuary Program.

I look forward to reviewing any draft document from this project that would shed additional light on the above referenced issues.

Sincerely yours,

Roy R. "Robin" Lewis III, Professional Wetland Scientist
President

cc: Dick Eckenrod



**BOARD OF COUNTY COMMISSIONERS
PINELLAS COUNTY, FLORIDA**

DEPARTMENT OF PUBLIC WORKS

440 COURT STREET
CLEARWATER, FLORIDA 33756
PHONE: (813) 464-3251

COMMISSIONERS

BARBARA SHEEN TODD - CHAIRMAN
STEVEN M. SEIBERT - VICE CHAIRMAN
CALVIN D. HARRIS
SALLIE PARKS
ROBERT B. STEWART

May 12, 1998

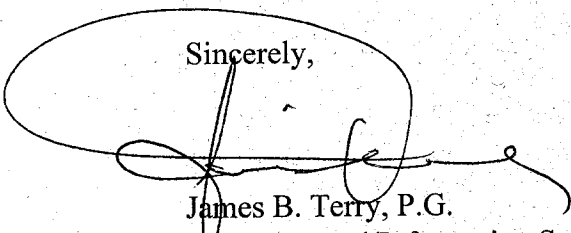
Mr. George M. Strain, Acting Chief
Planning Division
U.S. Army Corps of Engineers
Jacksonville District
Post Office Box 4970
Jacksonville, FL 32232-0019

Dear Mr. Strain:

We are in receipt of a notice from the U.S. Army Corps of Engineers concerning the EIS for the Fort Sutton Channel. We wish to take the opportunity to urge that any material removed from this project be placed on Tampa Bay Beaches, if in fact the material is of beach quality.

If I can provide any assistance or additional information concerning this request, please feel free to contact me at (813) 464-3665.

Sincerely,



James B. Terry, P.G.
Chief, Coastal/Information Systems

JBT/jg

i:\users\wpdocs\engineering\info_sys\jim_t\general\strain.wpd

Michael M. English
Chairman

Laura Swain
Vice-Chairman

Mary C. Alvarez
Member-at-Large

Edward D. Dees
Ronald A. Govin

J. E. (Dooley) Houghtaling
Christine Malzone
Demetria L. Merritt
Jan T. Smith
Jacqueline R. Wilson

Robert B. Hunter, AICP
Executive Director

May 20, 1998

John Meyer
Tampa Bay Regional Planning Council
9455 Koger Boulevard, Suite 219
St. Petersburg, FL 33702-2491

RE: Tampa Harbor - Ybor Channel Turning Basin and Port Sutton
Terminal Channel

Dear Mr. Strain:

Thank you for the opportunity to comment on the proposed Ybor Channel Turning Basin and Port Sutton Terminal Channel projects.

In regard to both projects, the Planning Commission has previously supported dredging for the maintenance of existing channels, provided: appropriate measures are taken to maintain State water quality standards, the dredge material is disposed of in a manner that minimizes adverse environmental and social impacts, and the project is consistent with appropriate port master plans and municipal comprehensive plans.

New dredging projects, in addition to the above mentioned issues, should firstly demonstrate a substantial need for the project. The information provided briefly describes the projects, but does not document a demonstrated need for these projects. Secondly, the project should demonstrate substantial benefits in excess of all costs and include appropriate measures to minimize and mitigate potential adverse environmental impacts.

In regard to the Ybor Channel Turning Basin project, there is the potential for inconsistency with local shoreline enhancement and restoration efforts. The East and Northeast shoreline of Seddon Island (bordering the project area) is a vegetated natural shoreline. This is the location of previous shoreline enhancement. Among the challenges facing this shoreline is excessive erosion. The existence of a littoral shelf extending from the Northeast coast of Seddon Island has the effect of somewhat dissipating wave action against the shore and reducing shoreline erosion.

It is unclear from the information provided to what extent the shelf would be impacted by the project. Nevertheless, the project has the potential to cause, accelerate or exacerbate shoreline erosion by increasing wave action

601 E. Kennedy, 18th Floor
P.O. Box 1110
Tampa, Florida 33601-1110
813/272-5940
FAX 813/272-6258
FAX 813/272-6255
Internet E-Mail:
planning@cfnet.com

and/or the sloughing of the new basin sides. In addition, creation of a sump in the center of the basin should be carefully evaluated for potential water quality impacts due to reduced flushing. These concerns should be appropriately addressed including any necessary mitigation plans for the protection of the natural coastline against these erosion or water quality concerns.

In addition, a survey of the littoral shelf should be performed to determine the existence of sea grass habitat. It is the policy of the City of Tampa to recommend against projects which do not afford sea grass habitat appropriate protection.

In regard to the Port Sutton Terminal Channel, this project should be carefully evaluated in regard to maintaining State water quality standards. A lengthening of the channel may create open water areas without adequate flushing. These areas of stagnant water could adversely affect water quality. The potential for these effects should be carefully evaluated and appropriate mitigation measures should be implemented, if necessary.

Thank you again for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Shawn C. College". The signature is fluid and cursive, with the first name "Shawn" being more prominent than the last name "College".

Shawn C. College, AICP
Senior Planner

cc: Al Eisenmenger, Executive Planner
Danny Alberdi, Environmental Protection Commission
George M. Strain, U.S. Army Corps of Engineers



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

June 3, 1998

Colonel Joe R. Miller, District Engineer
Jacksonville District Corps of Engineers
Planning Division
P.O. Box 4970
Jacksonville, Florida 32232-0019


Dear Colonel Miller:

The National Marine Fisheries Service (NMFS) has reviewed your staff's letter, dated May 8, 1998, regarding issues to be addressed in a Limited Re-Evaluation Report for the proposed completion of the Ybor Channel Turning Basin and Port Sutton Terminal Channel in Hillsborough County, Florida. The project involves expanding the Ybor Channel Turning Basin and extending Federal interest into the existing Port Sutton Terminal Channel.

As the Port Sutton Channel is currently maintained at 34-feet deep, habitat value is likely to be low within this portion of the study area. Of the activities proposed, the NMFS is primarily concerned with the proposed expansion of the Ybor Channel Turning Basin. Mangrove wetlands and oyster communities exist along the shoreline of Harbour Island and could be adversely impacted by the expansion of the turning basin. These resources are recognized by the NMFS as public trust resources that provide habitat and water quality functions that are essential to maintaining a viable recreational and commercial fishery in Tampa Bay. It is our understanding that a Scope of Work is being developed for a Fish and Wildlife Coordination Act Report (FWCAR) to be prepared by the U.S. Fish and Wildlife Service for this project. We recommend that the FWCAR address the probable impacts, if any, to the above identified habitats as well as identify potential mitigative options to compensate for those impacts. Additionally, prior to determining a suitable disposal site for the dredged material, or beneficial-use options, the sediments in the study area should be sampled for contamination as various industrial activities occur within this portion of the Port of Tampa.

We appreciate the opportunity to provide you with our comments at this stage of the planning process. If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale, of our Panama City office staff, located in St. Petersburg, Florida. He may be contacted at 813/570-5317 or at the letterhead address above.

Sincerely,


for Andreas Mager, Jr.

Assistant Regional Administrator
Habitat Conservation Division



cc:

F/SER4

F/SER43

FWS-Tampa



Tampa Bay Pilots

5103 Westshore Blvd. • Tampa, FL 33611

Captain Brian K. Tahaney
Chairman/Tampa Bay Pilots
5103 S. Westshore Blvd.
Tampa, Fla. 33715

June 17, 1998

U.S. Army Corp of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Fla. 32232-0019

Mr. George M. Strain,

This letter is in response to your request for comments regarding the Ybor Turning Basin and Port Sutton projects in Tampa Bay. I have met with the members of our Pilot Association as well as members of the Port Authority and Army Corp of Engineers regarding these topics in the past year. I'd like to share the results of these discussions with you for your planning purposes.

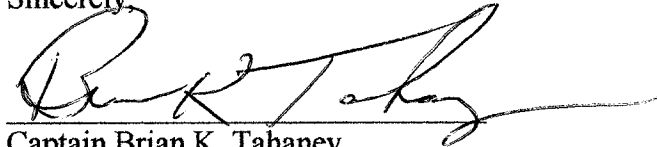
As the Port of Tampa continues to grow, so do the vessels that call at the Port. The Garrison Seaport Complex was completed in 1997 and will be expanded in 1998-99 to include movie theaters and restaurants adjacent to the Ice Palace and Aquarium. It is the intent of the Port to attract some of the larger Cruise vessels to call at this complex. This upcoming January, the Carnival cruise ship Sensation will commence weekly trips from the Port of Tampa and will berth at the Garrison Complex berth 272. This vessel is 855 feet in length and just over 100 feet in beam. Without the dredging of Ybor Turning basin an additional 200 feet the pilots will have to insist that berths 251 and 252 on the east side of the basin are vacated in order to provide a sufficient safety margin for turning these vessels in the basin. The dredging of the turning basin and upper end of Sparkman Channel 200 feet to the southwest will allow the pilots to safely turn these larger vessels and accomodate their pressing schedule needs. It is the feeling of the pilots that this will also alleviate some of the hydraulic effects of inbound loaded tankers that are using Ybor turning basin to turn around or which are bound for the Hess or Marathon terminals in Ybor Channel. This project will allow all berths in the basin to be occupied and one of the large cruise vessels or loaded tankers to be turned in the basin. If the upper end of Sparkman that connects to Ybor Truning Basin is dredged 200 feet as per the enclosed diagram, this could ease present one way traffice restrictions for certain smaller and mid size vessels thereby reducing traffic congestion and enhancing safety.

As far as the Port Sutton project is concerned, I would suggest that the terminals that occupy the Port Sutton area be consulted to discuss the feasibility of the project. I have always felt that a channel of a greater width than 200 feet would provide a higher margin

of safety. At the present time we are backing Anhydrous Ammonia tankers in excess of 700 feet in length and panamax beam (106 feet) down this canal passing vessels at berths in the canal which are 106 feet wide. I suggest that you contact the IMC Terminal in Port Sutton as well as Farmland Hydro to address the problem of bulkhead piling erosion or to make sure they are willing to drive deeper pilings to support this deeper channel. The east end of this channel is particularly narrow and hazardous. The west section of the channel is obviously presently wider than 200 feet for 34 feet of draft or the maneuver described above would be impossible. Dredging to 43 feet would eliminate the need for larger vessels to shift to East Bay or Berth 31 to top off at 39 feet draft which would reduce the shipowners costs and thereby make the Port of Tampa a more attractive alternative to many shipowners.

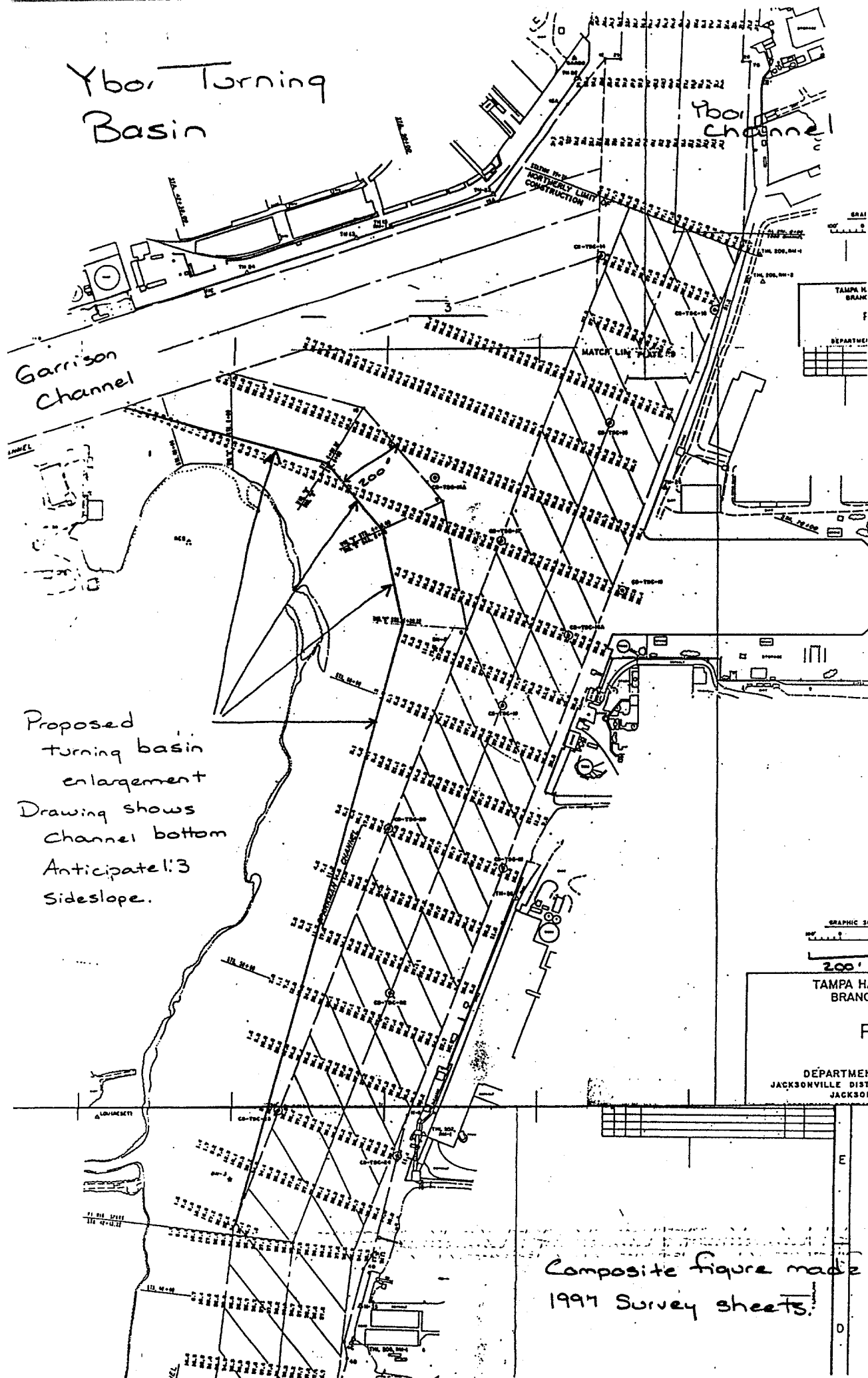
I have discussed this topic at length with Tim Murphy of your office and Steve Fidler of the Tampa Port Authority. I'll enclose some of the notes from our meetings with this letter. If I or any other member of the Tampa Bay Pilots can be of any further assistance please feel free to contact us at 813-805-0270. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian K. Tahaney", with a long horizontal flourish extending to the right.

Captain Brian K. Tahaney
Chairman/Tampa Bay Pilots

Ybor Turning Basin



Proposed
turning basin
enlargement
Drawing shows
channel bottom
Anticipate 1:3
Sideslope.

GRAPHIC SCALE
200'
TAMPA HA
BRANCH

DEPARTMENT
JACKSONVILLE DISTRICT
JACKSONVILLE

Composite figure made from
1997 Survey sheets

MEMORANDUM FOR Record

FROM Tracy Leaser

DATE 24 April 1998

SUBJECT Site Visit To Ybor Turning Basin

On Thursday, 23 April 1998, Tim Murphy, DP-I and I visited the Ybor Turning Basin as well as Port Sutton Terminal Channel.

From approximately 1030-1200 Tim gave me a tour of Port Sutton Terminal Channel. We went out onto Berth 31 to view the surrounding channels and to look down the channel to its terminus. Then we went to Berth 21, Freeport Sulphur Co., to view the eastern end of the channel. We discussed the types of industries that use the channel, bulk phosphate, sulphur, anhydrous ammonia, and fuel oil. We talked about problems with the channel, the structures extending beyond the banks and the bend in the channel at its terminus. We examined difficulties in widening the channel, e.g. what space is there for widening? We talked about possible benefits of a deeper, wider, longer channel, for example, not having to light load in Port Sutton Channel and then finish loading at the terminals to the north (CSX railroad terminal).

At approximately 1430 we met with Steve Fidler of the Tampa Port Authority and with the master pilot at the Port Authority Cruise Terminal No. 2. We looked at the Ybor Turning Basin from the roof of the terminal. We talked about possible dimensions of an enlarged turning basin and the dimensions of the authorized project (move the southwest edge of the basin 200 feet). Moving the edge the full 200 feet and extending the basin to the bend in Sparkman Channel are desirable.

According to the master pilot, currents in the basin are negligible, one-half knot maximum, and are only a concern when the Hillsboro River flood gates are open. The gates are not opened very often, maybe once a year.

Also according to the pilot, when the winds are between 20 and 40 knots tugs may be used to assist vessels. When the winds are above 40 knots the vessels do not operate. ? PILOT DISCRETION

Sparkman Channel presently has one-way vessel traffic.

Currently, Berth 251 is used to load citrus pellets into a Panamax-size vessel from November to April. It takes about 5 to

IF FULL LOAD 7 NO
SHIFT

7 days to load a vessel. As soon as one vessel leaves another comes in.

680 +
Currently, the tankers (what size are they????) that use the Ybor Turning Basin require one berth to be empty when they exit. NOT A RULE
About 1.5 tankers exit per week. The wintertime is particularly busy for tanker traffic to the Hess Terminal.

Until December 13 the Celebration uses berths 272/273 every Sunday. After December 13 the Sensation will use berths 272/273 every Sunday all year. Beginning May 4 the Tropicale will use berths 272/273 every Monday/Saturday/Thursday (2 week rotation) all year. From October 17 to December 19 the Nordam will use berths 272/273 every Saturday. After December 19 it will be out for 2 years. Then in 2000 the Ryndam will use the berths in lieu of the Nordam. NOORDAM

Statistics for these vessels are as follows (LOA, EB, Draft):
Celebration 733,93,25; Sensation 860,103,26; Tropicale 672,87,23;
Noordam 704,89,24; Ryndam 719,101,25.

Currently there is a length restriction for Ybor Turning Basin of 850 feet LOA with both Berths 272/273 empty. (Is there currently a length restriction for Berths 250 or 251????) NO

TAKE OUT NO [Currently the Celebration must dock port side to due to the location of its unloading facilities. When it is inbound Berth 251 must be empty and Berth 271 may only have a vessel restricted in length to 200 feet. When it is outbound the same length restriction applies for Berth 271 and Berth 251 may have a vessel in it but with a length restriction of 600 feet. If winds are high tugs must be added and Berth 251 must be empty. YES

If there is a vessel in Berth 251 when the Celebration is inbound or outbound during high winds the vessel in Berth 251 can be moved to Terminal No. 6 in Ybor Channel or to Berth 220 in Cut D. NO
If the vessel is moved to Terminal No.6, it takes 3.5 hours to stop loading/unloading operations and move to Ybor Channel (a draft survey is required), 12 hours for the Celebration to come into Berths 272/273 and unload/load and leave the berths, and 3.5 hours for the vessel at Terminal No. 6 to move back to Berth 251. (How often are the winds high????) FREQUENTLY THIS WINTER

If the vessel is moved to Berth 220, it takes 4 hours to shut down and get to Cut D (a draft survey is included in this time), 2 hours for the Celebration to dock at Berths 272/273, 12 hours for the Celebration to unload/load, 1 hour for the Celebration to exit past Cut D, and 4 hours for the vessel in Berth 220 to get back to Berth 251.

Presently there is a length restriction for vessels in the South Slip to ensure safe passing of vessels in Ybor Channel/Ybor Turning Basin/Sparkman Channel.

With a larger turning basin at Ybor (200 feet to the southwest and extended to the bend in Sparkman Channel), the vessel length restrictions for Berth 252 and the empty restrictions for Berth 251 would be lifted. The South Slip length restriction could be lessened. The one-way traffic restriction could be lessened since a vessel leaving Ybor Channel could hold in the Ybor Turning Basin while the inbound vessel went by, then the vessel in the basin could depart with Berths 251 and 252 full. This could save 2-3 hours of vessel operating time 4-5 occurrences a month. There can be quite a bit of barge traffic to Marathon Petroleum, having a 48-hour turn-around time. When the tankers exit both Berths 251/252 could be full. *CAN BE FULL NOW*

After meeting with the Port and the Pilots Association, we flew back to Jacksonville, arriving approximately 1800.

Tracy Leaser
Study Manager



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019



REPLY TO
ATTENTION OF

May 8, 1998

Planning Division
Environmental Branch

ITEM 1

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking information about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel (see enclosed location map). In addition, the Corps is investigating if there is a federal interest in extending the Port Sutton Terminal Channel.

An Environmental Impact Statement was prepared for the Port Sutton project in August 1986. Additional environmental work including Endangered Species consultation, Fish and Wildlife Coordination Act Report, Coastal Zone Consistency Determination and public coordination was conducted for Ybor Channel in a General Design Memorandum dated July 1986.

The Ybor Channel Turning Basin is located at the junction of Sparkman Channel, Garrison Channel, and Ybor Channel. The basin is maintained to a depth of 34 feet. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwest edge of the present basin. The purpose of the improvement is to ease difficulties in vessel maneuvering. Dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D.

The Port Sutton Terminal Channel is on the northeast side of Hillsborough Bay in Tampa Bay. The authorized project for Port Sutton Terminal Channel is 43 feet deep, 200 feet wide, and 3,700 feet long. This project was never constructed. The maximum project under consideration is a channel with a project

depth up to 43 feet, a width of 200 feet, and a length of approximately 6,000 feet. Dredged material placement areas under consideration for use include CMDA-2D and CMDA-3D.

Please address your comments to:

U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,


George M. Strain
Acting Chief, Planning Division

Enclosure



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

June 19, 1998

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the
Preparation of a Limited Re-evaluation Report for the
Construction of the Previously Authorized Tampa Harbor
- Ybor Channel Turning Basin and the Tampa Harbor -
Port Sutton Terminal Channel - Hillsborough County,
Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. Pursuant to Cherie Trainor, Clearinghouse Coordinator, contacting your office, an additional seven days is required for completion of the state's consistency review in accordance with 15 CFR 930.41(b). We will make every effort to conclude the review and forward the consistency determination to you on or before July 17, 1998.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Chris McCay

for Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781

Internet address: <http://www.state.fl.us/comaff/dca.html>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
155 East Summerlin
Bartow, Florida 33830-4641

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

June 19, 1998

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the
Preparation of a Limited Re-evaluation Report for the
Construction of the Previously Authorized Tampa Harbor
- Ybor Channel Turning Basin and the Tampa Harbor -
Port Sutton Terminal Channel - Hillsborough County,
Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the state's consistency review in accordance with 15 CFR 930.41(b). We will make every effort to conclude the review and forward the consistency determination to you on or before July 10, 1998.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ralph Cantral".

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781

Internet address: <http://www.state.fl.us/comaff/dca.html>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
155 East Summerlin
Bartow, Florida 33830-4641

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

July 17, 1998

JAMES F. MURLEY
Secretary

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the
Preparation of a Limited Re-evaluation Report for the
Construction of the Previously Authorized Tampa Harbor
- Ybor Channel Turning Basin and the Tampa Harbor -
Port Sutton Terminal Channel - Hillsborough County,
Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) offers comments regarding various DEP requirements, including issues to be considered while addressing the potential for adverse impacts to manatees. The DEP's future determination regarding the consistency of the projects will be based upon whether the enclosed issues are adequately addressed. The projects will require state water quality certification via issuance of an Environmental Resource Permit. Sovereign submerged lands easement/consent of use will not be required. The disposal sites proposed have been approved by the DEP in previous wetland resource permits. For information regarding permitting and manatee issues, the applicant should contact the DEP's Bureau of Beaches and Coastal Systems and the Bureau of Protected Species Management, respectively. Please refer to the enclosed DEP comments.

The Department of State (DOS) notes that, provided that the turning basin widening project will be expanding in areas of previously disturbed bottom, the project will have no adverse

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781

Internet address: <http://www.state.fl.us/comaff/dca.html>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
155 East Summerlin
Bartow, Florida 33830-4641

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022


Mr. Bill Fonferek
July 17, 1998
Page Two

impact on historic properties. However, if areas of undisturbed bottoms will be dredged, the DOS recommends that, prior to initiating any bottom disturbing activities, the area should be subjected to a professional magnetometer survey investigation. If significant submerged cultural resources are located, the DOS recommends that those locations be buffered and avoided. If avoidance is not possible, then other appropriate diver investigations and evaluations are recommended to assess significant cultural resources. The survey report should then be provided to the DOS. In addition, the DOS requests that all core logs and geologists' interpretations of the cores be sent to the DOS for evaluation. Regarding the areas under consideration for dredged material placement (CMDA-2D and CMDA-3D), a review indicates that no significant archaeological or shipwreck sites are present; therefore, the proposed action will have no impact on historic properties. Please refer to the enclosed DOS comments.

Based on the information contained in the application and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the above-referenced project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. Comments received from the Tampa Bay Regional Council and Hillsborough County are enclosed for your review.

Thank you for the opportunity to review the scoping notice. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,


for Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: George Percy, Department of State
Jim Wood, Department of Environmental Protection
John Meyer, Tampa Bay Regional Council
Shawn College, Hillsborough County



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

DEC 29 1998

Planning Division
Environmental Branch

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking public comments about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin (see enclosed location map).

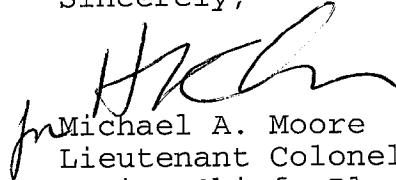
The Ybor Channel Turning Basin is located at the junction of Sparkman Channel, Garrison Channel, and Ybor Channel. The basin is maintained to a depth of 34 feet. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwest edge of the present basin. The purpose of the improvement is to ease difficulties in vessel maneuvering. In particular, we are looking at the possibility of using the dredged material to improve water quality and create fishing habitat in the Garrison Channel by raising the bottom elevation to about a 10-foot depth in the center of the channel. Other dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D.

Additional information will be presented at 9:00 a.m. on January 14, 1999, at the Agency on Bay Management Meeting to be held at the Tampa Bay Regional Planning Council Office, 9455 Koger Blvd., Suite 219, St. Petersburg, Florida, 33702. Please address your comments to:

U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,

A handwritten signature in black ink, appearing to read "MA Moore", is written over the typed name.

Michael A. Moore
Lieutenant Colonel, U.S. Army
Acting Chief, Planning Division

Enclosure